

FY 2005

HIGHWAY SAFETY PLAN

Table of Contents

Section 1.0	Equipment Purchases.....	Page 3
Section 2.0.....	Highway Safety Plan Countermeasures, Evaluation Measures, Budget Categories, Matrix.....	Page 5
Plan 2.01 – Planning & Administration.....		Page 6
Plan 2.02 – Alcohol/Other Drugs.....		Page 8
Plan 2.03 – EMS/TRAUMA System.....		Page 14
Plan 2.04 – Motorcycle Involvement.....		Page 16
Plan 2.05 – Occupant Protection.....		Page 19
Plan 2.06 – Police Traffic Services.....		Page 23
Plan 2.07 – Traffic Records.....		Page 26
Plan 2.08 – 405 Occupant Protection.....		Page 28
Plan 2.09 – 411 Data Program.....		Page 31
Plan 2.10 – 2003b Child Passenger Safety Education.....		Page 33
Plan 2.11 - 157 Incentive.		Page 35
Plan 2.12 - 157 Innovative.		Page 38
Plan 2.13 - 154 AL, HE & PM.....		Page 40
Plan 2.14 – 164AL & HE.....		Page 45
Plan 2.15 – 163 NHTSA.		Page 47
Plan 2.16 – 163 FHWA.....		Page 49
Section 3.0	HS 217 Cost Summary.....	Page 54

SECTION 1

EQUIPMENT PURCHASES

EQUIPMENT PURCHASE FUNDING APPROVAL

Approval is sought for Law Enforcement equipment that is scheduled for purchase under contract with either state or local government.

Problem Area

Estimated Unit Cost

02 Alcohol/Other Drugs

** - Radar trailers for “Your Speed Is” and other safety message displays \$ 75,000 (\$15,000 x 5 trailers)

** - In-car mobile data systems:

-- Montana Highway Patrol for all Montana localities other than Billings & Missoula Co. \$2,369,000

-- Local systems, Billings, Missoula County \$ 700,000
(Carried forward for completion this year)

All items are purchased under a state and local term contract issued by the Montana Department of Administration or by a local agreement. The allocation process used for determining law enforcement equipment assistance is:

1. For in-car video and portable breath testing devices, the allocation is based upon the number of alcohol-related crashes and the number of DUI convictions in the jurisdiction. The allocation may be adjusted based upon a determination of need.
2. For radar units, the allocation is based upon the number of traffic crashes in the jurisdiction and the number of crashes where speed was a contributing factor. The allocation may be adjusted based upon a determination of need.

**No contracts for FY2005 will be provided to any of these law enforcement agencies until a list of mobile data related equipment and “Your Speed Is” trailers costing \$5000 or more per unit is submitted to the State Highway Traffic Safety Office (SHTSO) from each of these agencies. During FY 2004, the SHTSO is working with these agencies to get the specifics concerning this equipment and notified they will not receive contracts from this office until this information is available.

SECTION 2

- **HIGHWAY SAFETY PLAN COUNTERMEASURES**
- ****EVALUATION MEASURES**
- **BUDGET CATEGORIES**
- **EVALUATION MEASURES MATRIX**

**** (Cross references Highway Safety Performance Plan goals to Highway Safety Plan Countermeasures)**

MT HSP 2005
01 Planning & Administration

Countermeasure Detail

Evaluation Measure: J Efficient & effective support of program objectives & administration of the HSP

- Task 1 J Staff salaries and benefits of the State Highway Safety Officer, Administrative Support/Grants Accountant, Program Specialist III (Law Enforcement Liaison), Research & Evaluation Specialist, Training and Development Specialist, and Program Specialist I are assigned work that pertain to traffic safety related programs and project accounts as necessary that provide management and monitoring services. Generally the State Highway Traffic Safety Officer and Administrative Support/Grants Accountant are the two positions funded from this cost category. Periodically, other personnel within the SHTSO are also funded from this same category.
- Task 2 J Staff noted above are advanced or reimbursed for their travel, per diem and training costs. These personnel are assigned to general traffic safety related projects to provide management and monitoring services.
- Fund supplies in support of program management activities.
- Covers rental for storage unit that holds traffic safety related PI&E materials and equipment such as child safety seats for training purposes and radar units.
- Task 3 J Other state and local officials are reimbursed for travel, per diem and training costs for management, policy and procedure training in support of our highway traffic safety programs and projects. These are state and local employees, legislators, judges, police and Sheriff officers, and others necessary to help the State Highway Traffic Safety Office conduct traffic safety related projects. Costs associated with the annual Highway Safety Planning (HSP) meeting cover expenses for travel and per diem for HSP participants plus meeting room expenses and other associated costs. Attempts are made to provide training and travel within the state, whenever possible, to avoid the higher out-of-state travel costs. Travel throughout the year is funded to help support traffic safety related projects.
- Task 4 J Provide funds to help develop a Comprehensive Traffic Safety Plan for the state based upon anticipated requirements from U.S. Congress. Planning is done at the state and local level who work collaboratively with planners in highway safety, data management and analysis, commercial vehicle safety and other areas related to transportation safety. The expected result is safe mobility for all. This task in support of this program funds meeting rooms and expenses for personnel to attend Comprehensive Traffic Safety planning meetings from out of town that includes their travel and per diem.
- Task 99 J (All of the Above) Indirect Cost Rate 12.38%

MT HSP 2005

01 - PLANNING & ADMINISTRATION

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 50%
1	105,000	105,000		0	56,700
2	10,000		10,000	4,000	0
3	10,000		10,000	4,000	5,000
4	10,000		10,000	4,000	16,713
99	16,713		16,713.	0	0
TOTALS	151,713	105,000	46,713	12,000	78,413

MT HSP 2005
02 Alcohol /Other Drugs

Countermeasure Detail

Evaluation Measures:

- A Reduce alcohol related crashes to 7.0% of all crashes by 2006**
- B Reduce alcohol related fatality rate to 1.0 per 100 vehicle miles by 2008**
- D Reduce the “Speed too fast for Conditions” as a percent of total crashes by 10% by 2008**
- J Efficient & effective support of program objectives & administration of HSP**

Task 1 A, B, D, J Staff salaries and benefits of the State Highway Traffic Safety Officer, Administrative Support/Grants Account, Program Specialist III (Law Enforcement Liaison), Research & Evaluation Specialist, Training & Development Specialist, and Program Specialist I are assigned to alcohol and other drugs program and project accounts as necessary to provide project management and monitoring services. Generally, the Program Specialist I, and the Training and Development Specialist are funded from this cost category. Others from the SHTSO are periodically funded from this same category.

Task 2 A, B, D, J Staff noted above are advanced or reimbursed for their travel, per diem, and training costs. These personnel are assigned to alcohol and other drug programs and project accounts to provide management and monitoring services. This includes site visits to local DUI Task Forces and strategies implemented by the Training and Development Specialist to increase the number of local DUI Task Forces that covers 70% of Montana’s population.

Fund supplies in support of program management activities.

Rental fee for storage unit that holds impaired driving related public information and education (PI&E) materials.

Task 3 A, B, D, J Other state and local officials are reimbursed for travel, per diem and training costs for management, program, policy and procedure training in support of alcohol and other drug programs. These are state and local employees, legislators, judges, police, sheriffs, and others. Other state and local officials are reimbursed for travel, per diem and training costs for management, program, policy and procedure training in support of our alcohol and other drug programs. For example, funds from this category may pay travel expenses for law enforcement to attend special meetings that may address how they can improve their alcohol overtime program. This category may also help fund travel expenses for representatives from the local SAFE KIDS/SAFE COMMUNITIES (SKSC) coalitions to attend a special alcohol forum hosted by NHTSA and/or the State Highway Traffic Safety Office (SHTSO). This category funds travel, per diem, meeting room expenses, and other associated expenses that support local DUI Task Force representatives attending meetings

hosted by the SHTSO. Attempts are made to provide training and travel within the state whenever possible, to avoid higher costs associated with out of state travel.

This task also funds people with expertise in alcohol and other drugs to network with and advise local coalitions and other local organizations. The State Highway Traffic Safety Office will contract the Missoula SKSC coordinator to assist local SKSC organizations located within the counties of Ravalli, Butte-Silverbow, Cascade, Flathead, Gallatin, Lake, Lincoln, Hill, and others as needed that are located in the western part of the state where Montana has a majority of it's population. The coordinator will show these local SKSC organizations how to conduct effective impaired driving programs including alcohol server training, working with law enforcement to encourage them to conduct impaired driving overtime, and how to develop local PI&E on impaired driving.

Task 4 A, B Funds are provided to prepare and publish public information and education materials, manuals, brochures, pamphlets, flyers, poster and other PI&E products on impaired driving. This includes PI&E materials that focus on the 18 – 34 age group.

Task 5 A, B These funds are intended for SAFE KIDS/SAFE COMMUNITIES (SKSC) to continue SKSC impaired driving programs by contracting Healthy Mothers, Healthy Babies (HMHB) to manage this particular project. In turn, HMHB subcontracts 17 local SAFE KIDS/SAFE COMMUNITIES coalitions in the following counties: Ravalli, Butte-Silver Bow, Cascade, Fergus, Custer, Daniels, Dawson, Flathead, Gallatin, Hill, Lincoln, Missoula, Richland, Lake, Big Horn, Lewis & Clark, and Yellowstone. These 17 coalitions include a catchment of 14 additional counties that total to 31 counties. Other potential SKSC coalitions may be added during FY 2005. The make-up of these coalitions encompasses 80% of Montana's population.

Special efforts will be made to get Native Americans to participate in SKSC as members of existing SKSC coalitions or have them form their own coalitions on the reservations.

Local SKSC coalitions are required to conduct public information and education projects in impaired driving that includes support to local law enforcement during 2 national mobilizations, and support youth enforcement and public information and education projects. Coalitions are also expected to continue alcohol server training within their respective counties using either the MT Department of Revenue training program or TIPS (Training for Intervention Procedures). Based upon population size including catchment areas, 13 counties receive \$25,000 each. Four of the lesser-populated counties without catchment areas receive \$15,000 each.

The reauthorization of state funds for local DUI Task Forces financed by DUI reinstatement fees will continue and enhance the capabilities of counties to conduct impaired driving related programs who already have local SKSC coalitions.

- Task 6 A, B, D ** Funds are provided to police and sheriff agencies and the MT Highway Patrol to conduct sustained overtime impaired driving enforcement and overtime patrols that coincide with 2 national mobilizations during both night and day time. This law enforcement overtime program is known as STEP (Special Traffic Enforcement Programs). The goal is to have an officer average 2 contacts per hour. The largest agencies are approached first where 60% of the state alcohol related crashes occur and can cover 75% of the state's population. The agencies offered contracts are as follows: the police in Billings, Bozeman, Great Falls, Helena, Kalispell, Missoula and to the sheriffs in Missoula County, Yellowstone, Cascade, Ravalli, and Butte Silver-Bow. The next group of law enforcement agencies offered contracts are law enforcement agencies (sheriffs and/or police) in communities and counties with a population of at least 5000 people. The next agencies approached to conduct STEP programs are the counties with less than 5000 people. In total, this provides an 85% statewide coverage of the population by law enforcement when these smaller agencies are included.
- ** Since Montana has a secondary seatbelt law, law enforcement must establish probable cause to stop motorists for another traffic violation i.e. impaired driving, speeding, etc.
- As a pilot project, the SHTSO will encourage 2 or more Native American tribes to participate in STEP by having them conduct impaired driving overtime activities by coordinating with tribal law enforcement.
- (Cross-reference to 154 AL Task 1; 04 Police Traffic Services Task 6).
- Task 7 A, B Funds will support training for judges, prosecutors, and law enforcement personnel to maintain or improve their knowledge, skills and abilities in addressing impaired driving problems throughout the state. Traffic stops, citations, arrests, incarceration, and rehabilitation are areas of concern for these groups that they must learn through education and training. This training also includes instruction for prosecutors on how to appropriately prosecute DUI cases.
- We plan to use NHTSA approved curriculum as available for prosecutorial and judicial training and include Montana's legal and procedural elements as part of this program. We will institutionalize this training by working closely with the Supreme Court Administrator and the MT Department of Justice. As part of this process, we will also solicit help from the University of Montana Law School and contract them to train prosecutors and judges on DUI related issues using NHTSA's training program and Montana's legal and procedural elements.
- Task 8 A, B The State Highway Traffic Safety Office will help produce reference materials including manuals and newsletters for use by professionals, DUI Task Forces, prosecutors, judges, SKSC local coalitions, (Assessment, Course, & Treatment) ACT chemical dependency counselors, and other segments of the public with a vested

interest in addressing the problems related to impaired driving. Production of a newsletter may involve contracting a university or available advertising agency to organize and develop this document.

Task 9 A, B, D

Funds will help purchase updated DUI equipment for police and sheriffs agencies to help law enforcement establish probable cause to apprehend impaired drivers. Basic traffic law enforcement equipment to be funded includes portable breath testing devices, radar, and in-car video systems and other DUI-related equipment.

Offers of DUI equipment are made to police and sheriff organizations that did not receive any equipment during FY 2005 and the previous two years. Determinations of the number of units to provide are made in-house based upon the number of citations written on impaired driving, alcohol-related crashes, and equipment provided over the past 3 years in certain geographical areas. Offers of additional DUI related equipment will be made to the larger law enforcement agencies that received equipment last year, to help enhance their ability to counter impaired drivers. All of these items have unit values below \$5000 but are tracked and then used again by other law enforcement agencies that have a need for such traffic safety equipment. The goal is to achieve statewide coverage of the population by local law enforcement to counter impaired driving. Law enforcement will be encouraged to report use of their equipment to help obtain a view of law enforcement's statewide efforts in countering impaired drivers.

Equipment is purchased under state term contracts or other state and local bidding practices (cross reference to 154 AL Task 4 & 164 AL Task 1).

Law enforcement will receive training on how to use such equipment as part of Standard Field Sobriety Testing training (cross reference to 163 NHTSA task 3).

Task 10 A, B

Funds are provided to the university system based upon requests for assistance in addressing on-campus and off-campus alcohol impairment of youth. While it is illegal for youth under 21 years of age to possess or use alcohol, college and underage drinking continues as a problem in the state and nationwide. Funding of alcohol server training and public information and education campaigns on and off campus are other methods to help avoid alcohol use by minors.

Task 11 A, B

Will use funds to contract an advertising agency to develop law enforcement related impaired driving media messages based upon guidelines provided by the State Highway Traffic Safety Office. Will include messages that focus on the 18 – 34 year olds. Radio and television spots will be developed and then disseminated in the 7 major media markets located in the following counties: Gallatin, Flathead, Lewis & Clark, Missoula, Silver Bow, Cascade, and Yellowstone. The same agency will also purchase airtime in a few of the smaller media markets. Combined these markets reach approximately 85% of the population. The number of radio spots is expected to average around 2100 or more. Media coverage will also include billboards with similar impaired driving messages. The impaired driving messages will focus on youth and adults and coincide with 2 national

mobilizations in support of law enforcement overtime activities (cross reference to Section 163 NHTSA tasks 1 & 2).

Montana State University (MSU) using their Most of Us Campaign will instruct local SKSC coalitions on how to develop Most of Us (social norming) radio spots using the assistance of local law enforcement, police chiefs and sheriffs, to help make these messages. They will emphasize to the public the importance of buckling up using the Most of Us Campaign message. MSU will then show the SKSC coalitions how to approach their local radio stations and get them to air these law enforcement related messages during the 2 national impaired driving campaigns. MSU will also show the local SKSC coalitions how to use their local radio, newspapers, locally produced brochures, etc. to convey other types of Social Norm messages to the public. This service may also be provided to the local DUI Task Forces. Currently, 11 DUI Task Forces are active and located within the following counties: Lewis & Clark, Carbon, Custer, Cascade, Gallatin, Fergus, Hill, Lake, Missoula, Ravalli, and Yellowstone. These counties combined cover approximately 80% of the population within Montana. Other counties may want to apply to become DUI Task Forces during FY 2005 and provided the same opportunity under this task to develop and implement Most of Us messages on impaired driving (cross reference to 154 A1 task 3).

Task 12 A, B

Will contract an advertising agency to produce impaired driving media messages that focuses on Native American males 18 – 34 years of age as a pilot project for two or more Indian reservations. The campaign strategy is to help tribes develop partners with the assistance of local interns to produce and distribute Native American related seat messages using their own local media resources.

Task 13 A, B

Supplement local DUI Task Forces with mini-grants to help them develop local PI&E information on impaired driving to disseminate to the public within their respective counties. This includes brochures, public service announcements, newspaper announcements, and other similar materials.

Task 99 A, B, D, J

Indirect Cost Rate 12.38%

MT HSP 2005

02 - ALCOHOL/OTHER DRUGS

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 40%
1	56,000	56,000	0	0	
2	5,000		5,000	0	
3	22,000		22,000	15,000	
4	5,000		5,000	500	
5	200,000		200,000	100,000	150,000
6	250,000		250,000	130,000	145,018
7	25,000		25,000	120,000	0
8	5,000		5,000	0	0
9	100,000		100,000	75,000	30,000
10	10,000		10,000	7,000	0
11a	145,500		145,500	50,000	64,367
11b PM	45,500		45,500		5,633
12	20,000		20,000	5,000	5,000
13	12,000		12,000	10,000	5,000
99	111,544		111,544	0	0
TOTALS	1,012,544	56,000	956,544	15,000	405,018

MT HSP 2005
03 - EMS/Trauma System

Countermeasure Detail

Evaluation Measures:

- B Reduce alcohol related fatality rate to 1.0 per 100 vehicle miles by 2008**
- E Improve traffic records data and information to provide more accurate and timely data**
- H Keep motorcycle crashes at less than 6% of all crashes per year**
- J Efficient & effective support of program objectives & administration of the HSP**

Task 1 B, E, H, J Staff salaries and benefits of the State Highway Safety Officer, Administrative Support/Grants Accountant, Program Specialist I, Research & Evaluation Specialist, Training and Development Specialist, and Program Specialist I assigned to EMS/Trauma System program and project accounts as necessary to provide management and monitoring services. Generally the Program Specialist I and the Training & Development Specialist are funded from this cost category. Periodically other SHTSO personnel may receive funding from this category.

Task 2 B, E, H, J Staff noted above are advanced or reimburse their travel, per diem and training costs. These personnel are assigned to EMS/Trauma System program and project accounts to provide management and monitoring services.

Fund supplies in support of program management activities.

Task 3 E Partially fund an Emergency Medical Assessment hosted by the National Highway Traffic Safety Administration that supports the development of Montana's Comprehensive Safety Plan. EMS recognizes weakness and missing components in Montana's emergency medical delivery system. This assessment will serve as a baseline to help develop a sound, coordinated system of emergency medical care for victims of traumatic injury, particularly those injured in roadway crashes within Montana. The assessment is expected to lead to the development and implementation of an action plan that addresses weaknesses identified during the assessment process.

Task 99 B, E, H, J Indirect Cost Rate 12.38%

MT HSP 2005
03 - EMS TRAUMA SYSTEM

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 40%
1	1,000	1,000			
2	5,000		5,000	1,000	
3	15,000		15,000	7,500	9,500
99	2,600		2,600		
TOTALS	23,600	1,000	22,600	8,500	9,500

HSP 2005
04 - Motorcycle Involvement

Countermeasure Detail

Evaluation Measures:	A Reduce alcohol related crashes to 7.0% of all crashes by 2006 B Reduce alcohol related fatality rate to 1.0 per 100 vehicle miles by 2008 D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008 G Maintain motorcycle crashes less than 1.6% of all crashes per year H Keep motorcycle crashes at less than 6% of all crashes per year J Efficient & effective support of program objectives & administration of the HSP
-----------------------------	---

Task 1	A, B, D, G, H, J	Staff salaries and benefits of the State Highway Traffic Safety Officer, Administrative Support/Grants Account, Program Specialist III, Research & Evaluation Specialist, Training & Development Specialist, and Program Specialist I are assigned to the motorcycle program as necessary to provide project management services. Generally the Program Specialist III is funded from this cost category. Periodically, other SHTSO personnel may be funded from this same category.
Task 2	A, B, D, G, H, J	Staff noted above are advanced or reimbursed for their travel, per diem, and training costs. These personnel provide management and monitoring services. Fund supplies in support of program management activities.
Task 3	G, H	Fund training in support of the state’s motorcycle safety program. These are state and local employees, legislators, judges, police, sheriffs, and others. For example, funds from this category may pay travel expenses for law enforcement to attend motorcycle training in or out of state, and special meetings for riders and regulators to improve rider and passenger safety. Attempts are made to provide training and travel within the state, whenever possible, to avoid higher out of state travel costs.
Task 4	D, G, H	Funds are intended to address the safety concerns and issues of motorcycle riders on public roadways. Improved notice to riders is contemplated to identify highway construction areas, suggest routes to avoid these construction areas, and provide information on how to negotiate construction zones more safely. Regular coordination of construction areas and other information for riders will be placed on our Internet site. Notices and copies of published plans each year will be sent to motorcycle groups. Information developed with the Department of Justice (Motor Vehicles) will be provided to riders regarding existing legal and practical problems.

- Task 5 A, B D, G, H Fatalities and injuries are rising in the nation and in the state requiring attention to the motorcycle safety problem. This includes alcohol related injuries and fatalities that are a key concern that needs addressing through public information and education (PI&E) efforts. Working with the Motorcycle Advisory Council out of Office of Public Instruction and Montana State University Northern out of Havre, MT to develop up-to-date dated PI&E materials to disseminate to the public can help in this effort. PI&E materials will focus on the 35 to 64 year old age group, which has the highest motorcycle fatality rate.
- In addition, use of materials available from other sources including NHTSA can be printed and disseminated to the public as brochures, newspaper announcements, flyers, and other means.
- Task 6 G, H Funds will help develop a plan that addresses documented needs for motorcycle safety. Countermeasures will be identified to address these needs and assisted in their application with the motorcycle community. Both the Fish-Wildlife-Parks' off-road training and Montana State University-Northern's Motorcycle Training programs will be reviewed for best practices and application in the state.
- Task 99 A, B,D, G, H, J Indirect Cost Rate 12.38%

MT HSP 2005

04 - MOTORCYCLE INVOLVEMENT

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 40%
1	1,000		1,000		
2	1,000		1,000		
3	1,000		1,000	750	852
4	1,000		1,000	0	0
5	10,000		10,000	8,000	5,000
6	5,000		5,000	1,500	2,689
99	2,352		2,352		0
TOTALS	21,352	0	21,352	10,250	8,541

MT HSP 2005
05 Occupant Protection

Countermeasure Detail

Evaluation Measures:

- B Reduce alcohol related fatality rate to 1.0 per 100 vehicle miles by 2008**
- C Achieve 83% seatbelt usage rate by 2006**
- D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008**
- F Reduce incapacitating injuries below 1,500 per year**
- J Efficient & effective support of program objectives & administration of the HSP**

Task 1 B, C, D, F, J Staff salaries and benefits of the State Highway Traffic Safety Officer, Administrative/Grants Accountant, Training & Development Specialist, Program Specialist III (Law Enforcement Liaison), Research & Evaluation Specialist, and Program Specialist I assigned to occupant protection programs as necessary to provide management and monitoring services.

Task 2 B, C, D, F, J Staff noted above are advanced or reimbursed for travel, per diem, and training costs. These personnel are assigned to occupant protection project accounts to provide management and monitoring services.

Fund supplies in support of program management activities.

Covers rental fee for storage unit holding occupant protection related materials.

Task 3 B, C, D, F, J Other state and local officials are reimbursed for travel, per diem and training costs for management, policy, and procedure training in support of occupant protection projects. These are state and local employees, legislators, judges, police and sheriffs, and others necessary to help the State Highway Traffic Safety Office conduct occupant protection related programs and projects. Other state and local officials are reimbursed for travel, per diem and training costs for management, program, policy, and procedure training in support of our occupant protection projects. Persons assisted are state and local employees, legislators, police and sheriffs, and others who support the state's occupant protection programs. Attempts are made to provide training and travel within the state, whenever possible, to avoid the higher out-of-state travel costs.

This task funds people with expertise in occupant protection to network and advise local SKSC coalitions and other local organizations. The State Highway Traffic Office plans to contract the Missoula SKSC coordinator to assist local SKSC organizations located with the counties of Ravalli, Butte-Silverbow, Cascade, Flathead, Gallatin, Lake, Lincoln, Hill and others that are located in the western part of the state where a majority of Montana's population lives. The coordinator will show SKSC locals how to develop public service announcements on seat belts, how to work with local law

enforcement and get them involved in doing seatbelt overtime in conjunction with 2 national mobilizations, how to conduct local child safety seat training and safety seat clinics as well as other important programs related to occupant protection.

Task 4 B, C, F

Funds are provided to help produce and publish public information and education materials, manuals, brochures, pamphlets, flyers, posters, and other PI&E products on occupant protection that includes seatbelts and child passenger safety. PI&E materials will include information on the importance of buckling up that focuses on males, 18 – 34 year olds, and people who drive pickup trucks.

Task 5 B, C, F

Funds are provided to Healthy Mothers, Healthy Babies (HMHB) as the main contractor to conduct occupant protection projects in local counties via local SKSC coalitions. These coalitions are subcontracted by HMHB. The SKSC coalitions expected to continue during FY 2005 are located in the following counties: Ravalli, Butte-Silver Bow, Cascade, Fergus, Custer, Daniels, Dawson, Flathead, Gallatin, Hill, Lincoln, Missoula, Richland, Lake, Big Horn, Lewis & Clark, and Yellowstone. These 17 coalitions include a catchment area of 14 additional counties that total to 31 counties and covers 80% of Montana's population. Coalitions are required to conduct several projects in occupant protection that focuses mainly on PI&E and required to support law enforcement in 2 national mobilizations. PI&E programs include developing and conducting campaigns that target males in pickup trucks who have the highest non-usage seatbelt rate in Montana. SKSC local coalitions are also required to support Saved by the Belt programs by awarding local citizens for having a seat belt on that saved their lives during a vehicle crash. Based upon population size including their catchment areas, 13 counties receive \$25,000 each. Four of the lesser populated counties without catchment areas receive \$15,000. Also, special effort will be made to get Native Americans to participate in existing SKSC local coalitions or form their own SKSC coalition (cross reference to 163 FHWA task 2).

Task 6 B, C, D, F

**Funds are provided to police and sheriffs agencies and the MT Highway Patrol to conduct STEP (Special Traffic Enforcement Programs) that focuses on occupant protection overtime during both day and nighttime. This includes sustained enforcement and participation by law enforcement in 2 national mobilizations. The goal is to have an officer average 2 contacts per hour. The largest law enforcement agencies are the first group of organizations approached and offered contracts. These agencies are located in Billings, Bozeman, Great Falls, Helena, Kalispell, Missoula and sheriffs in Missoula County, Yellowstone County, Cascade, Ravalli, and Butte Silver Bow and cover 75% of the state's population. The second group of agencies approached includes law enforcement agencies in communities and counties with at least 5000 people. The next agencies approached to conduct STEP programs are the counties with less than 5000 people. All together, these law enforcement agencies cover 85% of the population (cross reference 04 Police Traffic Services Task 7 & 405 Occupant Protection Task 2).

** Because Montana's seatbelt law is secondary, law enforcement has to stop a motorist for another driving offense first i.e. impaired driving, speeding, etc.

Task 7 B, C, F Fund an advertising agency to develop occupant protection law enforcement related media messages based upon the specifications of the State Highway Traffic Safety Office. This agency will develop media messages that focus on males, 18 – 34 year olds, and people who drive pickup trucks. Occupant protection messages for radio, television, and billboards will be developed and disseminated in support of 2 national mobilizations in conjunction with law enforcement overtime activities. This advertising agency will disseminate these messages to the seven largest media markets within Montana and a few of the smaller markets. Depending up funding, more counties may also be included. Radio and television spots will be developed and disseminated to the following counties: Gallatin, Flathead, Lewis & Clark, Missoula, Silver Bow, Cascade, and Yellowstone that reach approximately 85% of the population and also include local SKSC coalitions. The number of radio spots is expected to average around 2100 or more. Billboards will carry similar messages. Other media messages developed by this advertising agency will focus on getting parents to properly install and use child safety seats [Cross reference 157 (Incentive) PM task 1 & 2; cross reference 405 Occupant Protection Task 1].

Montana State University will instruct local SKSC coalitions on how to use their local media and PI&E resources to convey the Most of Us messages. This will involve showing the coalitions how to develop local Most of Us radio spots that coincide with the 2 seatbelt national mobilizations using local law enforcement such as police chiefs and sheriffs. These law enforcement officials will emphasize the importance of buckling up using the Most of Us Campaign approach. MSU will then show the local coalitions how to approach their local radio stations and get them to voluntarily air these radio spots during the two seatbelt mobilization timeframes. MSU Most of Us will also show the coalitions how to develop their own local Most of Us PI&E materials such as newspaper announcements, brochures, etc. to disseminate to the public (cross reference 405 Occupant Protection Task 1).

Task 99 B, C, D, F, J Indirect Cost Rate 12.38%

MT HSP 2005

O5 - OCCUPANT PROTECTION

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 40%
1	50,000	50,000			
2	5,000		5,000		
3	20,000		20,000	12,000	5,000
4	10,000		10,000	1,000	5,619
5	200,000		200,000	125,000	109,145
6	250,000		250,000	150,000	205,431
7a	138,500		138,500	80,000	10,467
7b PM	71,500		71,500	0	0
99	92,231		92,231	0	0
TOTALS	837,231	50,000	787,231	368,000	335,662

MT HSP 2005
06 - Police Traffic Services

Countermeasure Detail

Evaluation Measures:

- A Reduce alcohol related crashes to 7.0% of all crashes by 2006**
- B Reduce alcohol related fatality rate to 1.0 per 100 millions vehicle miles by 2008**
- C Achieve 83% seat belt usage rate by 2006**
- D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008**
- E Improve traffic records data and information to provide more accurate and timely data**
- F Reduce incapacitating injuries below 1,500 per year**
- J Efficient and effective support of program objectives and administration of HSP**

- Task 1 A – F, J Staff salaries and benefits of the State Highway Safety Officer, Administrative Support/Grants Accountant, Program Specialist III (Law Enforcement Liaison), Research & Evaluation Specialist, Training and Development Specialist, and Program Specialist I are assigned to Police Traffic Services project as necessary to provide management and monitoring services. Generally the Program Specialist III and Training and Development Specialist, and others may be funded from this cost category.
- Task 2 A – F, J Staff noted above are advanced or reimbursed their travel, per diem and training costs. These personnel are assigned to the Police Traffic Safety programs and project accounts to provide management and monitoring services.
- Fund supplies in support of program management activities.
- Task 3 A – F, J Other state and local officials are reimbursed for travel, per diem and training costs for management, program, policy and procedure training in support of our Police Traffic Services projects. An advisory group of law enforcement personnel assists our agency in improving data and communication exchanges, in developing our policies and procedures workable for all law enforcement agencies, and in providing guidance in our contracts for enforcement, equipment and public information efforts. Participants initially are police officers and Sheriffs, but may include others such as state and local employees, legislators, judges and others to help support our programs. Attempts are made to provide training and travel within the state, whenever possible, to avoid higher out-of-state travel costs. Proposed projects for funding should occur during our planning period prior to the next fiscal year. Often, however, requests are made for travel and training expenses throughout the year.

Task 4	D	Funds are provided to purchase five radar “Your Speed Is” trailers to measure and show a vehicle’s speed on the roadway and provide other messages pertaining to seatbelts, impaired driving, etc. These speed trailers can store the numerical data of the speed of each vehicle. Requests from several rural Sheriffs and police agencies including the Sheriffs Departments in Gallatin and Hill Counties have requested these trailers and they would rotate these among law enforcement agencies in other towns and counties. The units would be placed in a regional manner in various parts of the state. Units would be acquired through contracts with local law enforcement agencies that use local government purchasing practices. Each trailer costs an estimated \$15,000. These speed devices will assist in speed education for the public, in school zone awareness, and in geographical areas that may require a speed assessment.
Task 5	A, B, D	Funds are intend to purchase law enforcement portable breath testing devices, in-car video system, and radars to help law enforcement establish probable cause to apprehend impaired drivers. This DUI equipment also provides law enforcement the opportunity to ticket drivers for not wearing their seatbelts both day and nighttime. The goal is to achieve statewide coverage of the population to help counter impaired drivers. Equipment is purchased under state term contracts or other local bidding practices (Cross-reference: 02 Alcohol/Other Drugs, Task 9; 154 AL, Task 4; 164 AL Task, 1).
Task 6	A, B, D	<p>Fund STEP so law enforcement can conduct sustained impaired driving overtime enforcement and overtime patrols that coincide with 2 impaired driving national mobilizations during both day and nighttime. This also provides law enforcement the opportunity to catch drivers not wearing their seatbelts and ticket them for this driving offense.</p> <p>As a pilot project, we’ll encourage 2 or more Native American tribes to participate in STEP by having them conduct impaired driving overtime activities by coordinating with tribal law enforcement. (Cross reference to 02 Alcohol/Other Drugs Task 6; 154 AL Task 1).</p>
Task 7	B, C, D, F	<p>** Fund STEP for law enforcement to conduct sustained overtime for occupant protection enforcement and occupant protection overtime patrols that coincide with two national mobilizations during both day and nighttime (cross reference 03 Occupant Protection Task 6; 405 Occupant Protection Task 2).</p> <p>** Since Montana is a secondary seatbelt state, law enforcement must stop a traffic violator for another traffic offense first i.e. impaired driving, speeding, etc.</p>
Task 99	A – F, J	Indirect Cost Rate 12.38%

MT HSP 2005

06 - POLICE TRAFFIC SERVICES

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 40%
1	110,000	78,000	32,000		
2	5,000		5,000		
3	5,000		5,000	1,500	
4	75,000		75,000	65,000	10,000
5	100,000		100,000	175,000	95,000
6	100,000		100,000	125,000	58,757
7	100,000		100,000	125,000	58,758
99	61,281		61,281	0	0
TOTALS	556,281	78,000	478,281	491,500	222,515

MT HSP 2005
07 - Traffic Records

Countermeasure Detail

Evaluation Measures: E Improve traffic records data and information to provide more accurate and timely data
J Efficient and effective support of program objectives and administration of the HSP

- Task 1 E, J Staff salaries and benefits for the Research & Evaluation Specialist, assigned to traffic records and project accounts as necessary to provide management and monitoring services. Generally the Research & Evaluation Specialist is the one position funded from this cost category.
- Task 2 E, J Staff noted above is advanced or reimbursed his or her per diem and training costs. He or she is assigned to traffic records and project accounts to provide management and monitoring services.
- Fund supplies in support of program management activities.
- Task 3 E, J Other state and local officials are reimbursed for travel, per diem and training costs for management, policy and procedure training in support of our traffic records programs and projects. Persons assisted are state and local employees, police and sheriffs, and others considered necessary to help support our projects. Attempts are made to provide training and travel within the state, whenever possible, to avoid the higher costs associated with out-of-state travel. Traffic Records experts from around the nation will be reimbursement for travel and per diem in order to assist Montana with meeting as a Traffic Records Coordinating Committee.
- Task 4 E Provide funds to help develop a Traffic Records Strategic Plan for the state. The Traffic Records Assessment conducted April 2004, suggested that a Strategic Plan be written to direct future development in the area of Traffic Records. A strategic plan may allow for increased federal funding for traffic records in future years. The state needs to move ahead in developing a statewide citation tracking system, determine other deficiencies in areas such as licensing, vehicle registration, roadway information, EMS, and Trauma. A citation tracking system should be designed for implementation with a phased approach. Funds will help pay the costs of outside consultants to develop this plan (cross reference to 411 Data Program Task 1).
- Task 99 E, J Indirect Cost Rate 12.38%

MT HSP 2005

07 - TRAFFIC RECORDS

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 40%
1	40,000		40,000		
2	5,000		5,000		
3	10,000		10,000	5,000	3,000
4	50,000		50,000	12,000	32,999
99	12,999		12,999		0
TOTALS	117,999	0	117,999	17,000	35,999

MT HSP 2005
08 - 405 Occupant Protection

Countermeasure Detail

Evaluation measures:

- B Reduce alcohol related fatality rate to 1.0 per million vehicle miles by 2008**
- C Achieve 83% seat belt usage rate by 2006**
- D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008**
- F Reduce incapacitating injuries below 1,500 per year**
- J Efficient and effective support of program objectives & administration of the HSP**

Task 1 B, C, F **(PM - Paid Media)** Will fund an advertising agency to develop occupant protection law enforcement related messages based upon the specifications of the State Highway Traffic Safety Office. Will include messages that focus on males, 18 – 34 year olds, and those who drive pickup trucks. Occupant protection messages for radio, television, and billboards will be developed and disseminated in support of 2 national mobilizations and sustained enforcement. This advertising agency will disseminate these messages to the 7 largest media markets within Montana and a few of the smaller markets. Depending upon funding, more counties may also be included. Radio and television spots will be developed and disseminated to the following counties: Gallatin, Flathead, Lewis & Clark, Missoula, Silver Bow, Cascade, and Yellowstone that reach approximately 85% of the population and also include local SKSC coalitions. The number of radio spots is expected to average around 2100 or more. Billboards will carry similar messages. Will also have other media messages developed by this advertising agency that will include getting parents to properly install and use child safety seats. [cross reference 157 (Incentive) task 1; 03 Occupant Protection Task 7; 163 FHWA task 3].

Montana State University will teach local SKSC coalitions how to use their local media and PI&E resources to convey Most of Us messages. This will involve instructing the coalitions how to develop local Most of Us radio spots that coincide with the two seatbelt national mobilizations using the assistance of local law enforcement. These law enforcement officials will emphasize the importance of buckling using the Most of Us Campaign approach (social norming). MSU will then show the local coalitions how to get their local radio stations to voluntarily air these radio spots during the seatbelt mobilization timeframe in conjunction with law enforcement overtime activities (cross reference 03 Occupant Protection Task 7).

Task 2 B, C, D, F ** Overtime funds are provided to police, county sheriffs, and MT Highway Patrol to conduct Special Traffic Enforcement Programs (STEP) that focus on sustained occupant protection activities and overtime that coincides with 2 national mobilizations. The largest law enforcement agencies are the main group approached first to conduct STEP. Contracts are first offered to the police departments in Billings, Bozeman, Great Falls, Helena, Kalispell, and Missoula and the sheriff's offices in Missoula, Cascade, Ravalli, and Butte Silver Bow Counties, which covers

75% of the state's population. The second group of agencies includes all law enforcement located in counties with 5000 or more people. The last agencies approached to conduct STEP are the counties with less than 5000 people. Altogether, the participating law enforcement agencies can reach 85% of the state's population (cross reference to 03 Occupant Protection Task 6; 04 Police Traffic Services Task 7).

** Since Montana's seatbelt law is secondary, law enforcement has to stop a motorist for another traffic violation first i.e. impaired driving, speeding, etc.

Task 99 B, C, D, Indirect Cost Rate 12.38%
 F, J

MT HSP 2005
08 405 OP

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL BENEFIT	MATCH 25%
1a	11,000	11,000		6,000	3,500
1b PM	9,000	9,000		0	
2	95,000	95,000		75,000	64,240
99	14,240	14,240		0	
TOTALS	129,240	129,240	0	81,000	64,240

MT HSP 2005
09 - 411 Data Program

Countermeasure Detail

Evaluation Measures: E Improve traffic data and information to provide more accurate and timely data
J Efficient and effective support of program objectives and administration of the HSP

- Task 1 E Provide funding for a Traffic Records Strategic Plan for the state. The Traffic Records Assessment conducted April 2004, suggested that a Strategic Plan be written to direct future development in the area of Traffic Records. A strategic plan may allow for increased federal funding for traffic records in future years. The state needs to move ahead in developing a statewide citation tracking system, determine other deficiencies in areas such as licensing, vehicle registration, roadway information, EMS, and Trauma. A citation tracking system should be designed for implementation with a phased approach. Funds will help pay for outside consultants to develop this plan (cross reference 07 Traffic Records Task 4).
- Task 99 E, J Indirect Cost Rate 12.38%

MT HSP 2005
09 - 411 Data Program

TASK	TOTAL COST	PRIOR YEAR	CURRENT YR	LOCAL BENEFIT	MATCH 75%
1	4,450	4,450		None	15,003
99	551	551			
TOTALS	5,620	5,620	0		

**MT HSP 2005
10 - 2003B**

Countermeasure Detail

Evaluation Measures: **C Achieve 83% seatbelt usage rate by 2006**
 F Reduce incapacitating injuries below 1,500 per year
 J Efficient and effective support of program objectives and administration of the HSP

Task 1	C, F	Fund stipends for students attending 2-day and 4-day Child Passenger Safety training. Reimburse expenses for instructors teaching 2 & 4-day Child Passenger Safety courses and fund meeting rooms for this training as necessary.
Task 2	C, F	Develop, print, and disseminate child passenger safety related public information and education materials to help educate care providers and parents about proper child safety seat usage and installation (cross reference 02 Occupant Protection task 3).
		Fund supplies in support of program management activities.
Task 3	C, F	Continue funding advertising agency's development of public information on the date, time, and location of Child Safety Seat Clinics as well as other types of information that pertains to child safety seat clinics in support of local SAFE KIDS/SAFE COMMUNITIES local coalitions.
Task 99	C, F, J	Indirect Cost Rate 12.38%

MT HSP 2005
10 - 2003B

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL BENEFIT	MATCH 20%
1	5,000	5,000		None	4,000
2	5,000	5,000			4,850
3	47,160	5,000			4,000
99	7,076	1,860			0
TOTALS	64,236	16,860			12,850

MT HSP 2005
11 – Section 157 Incentive

Countermeasure Detail

Evaluation Measures: **B Reduce alcohol related fatality rate to 1.0 per millions vehicle miles by 2008**
C Achieve 83% seat belt usage rate by 2006
F Reduce incapacitating injuries below 1500 per year
J Efficient & effective support of program objectives & administration of the HSP

- Task 1 B, C, F **(PM - Paid Media)** Will supplement funding for an advertising agency to develop occupant protection law enforcement related messages based upon the specifications of the State Highway Traffic Safety Office. Will include media messages that focus on males, 18 – 34 year olds, and those who drive pickup trucks. The advertising agency will disseminate these messages to the 7 largest media markets located within the following counties using radio, television, and billboards: Gallatin, Flathead, Lewis & Clark, Missoula, Silver Bow, Cascade, and Yellowstone. This agency will also provide similar messages in a few of the smaller markets. Combined, the media reach is 85% of the population. The number of radio spots is expected to average around 2100. The occupant protection messages will focus on getting adults to buckle up including those groups who drive pickup trucks. Messages will be developed and disseminated in support of the 2 national mobilizations on occupant protection in conjunction with law enforcement overtime activities (cross reference to HSP 03 Occupant Protection Task 7; 405 Occupant Protection Task 1; 163 FHWA task 3).
- Task 2 B, C, F **(PM – Paid Media)** The contracted advertising agency will develop and air messages for parents and care providers on the importance of properly using and installing child safety seats within vehicles. This agency will disseminate these messages to the seven largest media markets and a few of the smaller markets that reach approximately 85% of the population through radio spots and newspapers (cross reference to 2003b task 3; O5 Occupant Protection task 7].
- Task 3 B, C, F **(PM – Paid Media)** Develop and air seatbelt messages for teen drivers via television, billboards, and radio by a contracted media company. Messages are behavioral with a strong law enforcement tag. These ads are intended for Montana’s 7 largest media markets and a few of the smaller markets that reaches approximately 85% of the state’s population.
- Task 4 B, C, F Continue support of the Office of Public Instruction’s (OPI) revision of their statewide driver’s education training curriculum. The National Transportation Safety Board continues to urge the states to adopt stringent licensing and training requirements for novice drivers. These requirements are based upon drivers educators associations on standards. The funds will continue paying for consultant(s) and educators who advise on curriculum content and development. Funding will also cover field testing of the curriculum modules plus the curriculum guide. It will also pay some of the costs for a train the trainers program for traffic education teachers on how to implement this program.

This program will help improve novice drivers' understanding of the importance of wearing seatbelts, the problems associated with drinking and driving, and improve their overall driving skills.

Task 5 B, C, F Funds are provided to Healthy Mothers, Healthy Babies (HMHB) as the main contractor to conduct occupant protection projects in local counties via local SKSC coalitions. These coalitions are subcontracted by HMHB. The SKSC coalitions expected to continue during FY 2005 are located in the following counties: Ravalli, Butte-Silver Bow, Cascade, Fergus, Custer, Daniels, Dawson, Flathead, Gallatin, Hill, Lincoln, Missoula, Richland, Lake, Big Horn, Lewis & Clark, and Yellowstone. These 17 coalitions include a catchment area of 14 additional counties (31 of 56) total that covers 80% of Montana's population. Coalitions are required to conduct several projects in occupant protection that focuses mainly on PI&E and required to support law enforcement overtime activities during 2 national occupant protection mobilizations. PI&E programs include developing and conducting campaigns that target drivers in pickup trucks, males, and 18 – 34 year olds who have the highest non-usage seatbelt rate in Montana. SKSC are also required to support Saved by the Belt programs by conducting a press conference and rewarding local citizens with a certificate for having a seat belt on that saved their lives during a car crash. Based upon population size including their catchment areas, 13 counties receive \$25,000 each. Four of the lesser populated counties without catchment areas receive \$15,000. Also, special effort will be made to get Native Americans to participate in SKSC as local coalitions (cross reference to 05 Occupant Protection task 5).

Task 99 B, C, F, J Indirect Cost Rate 12.38%

MT HSP 2005

11 - 157 Incentive (Used as 402)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YR	LOCAL BENEFIT	MATCH 20%
1a	8,000	8,000		5,000	
1b PM	12,000	12,000		0	10,288
2a	20,000	20,000		10,000	0
2b PM	30,000	30,000		0	10,288
3a	24,000	24,000		15,000	0
3b PM	36,000	36,000		0	12,620
4	10,000	10,000		7,500	0
5 PM	69,500	69,500		75,000	13,892
99	25,936	25,936		0	0
TOTALS	235,436	235,436		112,500	47,088

MT HSP 2005
12 - Section 157 Innovative

Countermeasure Details

- Evaluation Measures:**
- B Reduce alcohol related fatality rate to 1.0 per 100 million vehicles miles by 2008**
 - C Achieve 83% seat belt usage rate by 2006**
 - D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008**
 - F Reduce incapacitating injuries below 1,500 per year**
 - J Efficient and effective support of program objectives and administration of HSP**

- Task 1 B, C, F Continue with contracted advertising agency to produce seatbelt media messages that focuses on Native American males 18 – 34 as a pilot project for the Blackfeet Reservation and for one or two more Native American tribes. The campaign strategy is to help the tribes develop partners with the assistance of local interns to help produce and distribute Native American related seatbelt messages using their own local media resources.
- Task 2 B, C, D, F ** Contract police, county sheriffs, and MT Highway Patrol to conduct Special Traffic Enforcement Programs (STEP) that focuses on occupant protection overtime during national mobilizations and sustained enforcement timeframes, both day and nighttime. The goal is to have each officer average 2 contacts per hour. The following law enforcement agencies are the first organizations approached by the State Highway Traffic Safety Office based upon population size: Yellowstone, Lewis & Clark, Flathead, Missoula, Silverbow, Gallatin, and Cascade. Altogether, these particular counties cover over 60% of the state’s population. The second group of agencies includes law enforcement in counties populated with 5000 people. The next agencies approached to conduct STEP programs are the counties with less than 5000 people. Combined with the MT Highway Patrol, these law enforcement agencies can cover 85% of the population (cross reference to 05 Occupant Protection task 6; 405 Occupant Protection task 2; 04 Police Traffic Services task 7).
- ** Since Montana’s seatbelt law is secondary, law enforcement has to stop a motorist for another traffic violation first i.e. impaired driving, speeding, etc.
- Task 99 B, C, D, F, J Indirect Cost Rate 12.38%

MT HSP 2005
12 - 157 Innovative

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL	MATCH 0%
1	5,000	5,000		None	
2	25,000	25,000			3,714
99	3,714	3,714			
TOTALS	33,714	33,714	0	0	3,714

MT HSP 2005

13 – Section 154 (AL – Alcohol), (HE – Hazard Elimination) & (PM – Paid Media)

Countermeasure Detail

Evaluation Measures:

- A Reduce alcohol related crashes to 7.0% of all crashes by 2006**
- B Reduce alcohol related fatality rate to 1.0 per 100 million vehicle miles by 2008**
- D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008**
- E Improve traffic records data and information to provide more accurate and timely data**
- F Reduce incapacitating injuries below 1,500 per year**
- J Efficient & effective support of program objectives & administration of the HSP**

Task 1 A, B, D

(AL) Funds will support the MT Highway Patrol’s statewide alcohol overtime (STEP) in all seven districts and help supplement the overtime efforts of the local law enforcement agencies (sheriffs and police departments). Together, the overtime efforts of the sheriffs and police departments and the MT Highway Patrol will coincide with the 2 impaired driving national mobilizations. They will also conduct sustained enforcement activities both day and nighttime. Stopping motorists for impaired driving also allows law enforcement the opportunity to ticket drivers for not wearing their seatbelts. Law enforcement agencies who will receive STEP contracts are: the police departments in Billings, Bozeman, Great Falls, Helena, Kalispell and the sheriffs departments in Missoula, Yellowstone, Ravalli, and Silver-Bow counties. The next group of law enforcement agencies offered contracts are law enforcement agencies in counties with a population of at least 5000. The next group offered contracts have less than 5000 people in their counties. As previously mentioned, these larger counties are approached first where 60% of the state alcohol crashes occur and cover 75% of the population. Combined with the MT Highway Patrol and the other law enforcement agencies located within the smaller counties, 85% statewide coverage of the population is expected.

As a pilot project, the SHTSO will encourage two or more Native American tribes to participate in STEP by having them conduct impaired driving overtime activities by coordinating with tribal law enforcement. (Cross-reference 02 Alcohol/Other Drugs Task 5; 154 AL Task 1; 04 Police Traffic Services Task 6).

Task 2 A, B

(AL) Funds will help supplement Healthy Mothers, Healthy Babies PI&E efforts outlined within 02 Alcohol/Other Drugs task 5 to educate the public about the problems of impaired driving. Coalitions will include PI&E efforts that focus on 18 – 34 year olds. The funds identified within this task can help support printing, brochures, websites, publications, etc. that address impaired driving. HMHB subcontracts 17 local SAFE KIDS/SAFE COMMUNITIES coalitions from the following counties to provide this PI&E support: Ravalli, Butte-Silver Bow, Cascade, Fergus, Custer, Daniels, Dawson, Flathead, Gallatin, Hill, Lincoln, Missoula, Richland, Lake, Big Horn, Lewis & Clark, and Yellowstone. These 17 coalitions include a catchment of 14 additional counties (31 counties total). The make up of these coalitions encompasses 80% of Montana’s population. Coalitions can use these additional funds to expand their server training, enhance

their ability to support law enforcement during the impaired driving mobilizations, and develop their own local impaired driving programs supported by local data (cross reference 02 Alcohol/Other Drugs Task 5).

Task 3 A, B

(AL & PM) This task will help supplement funds for paid media involving television, radio, and billboards as outlined within this plan under section 02 Alcohol/Other Drugs task 10. The advertising agency using these funds will develop impaired driving messages based upon guidelines provided by the State Highway Traffic Safety Office and disseminate these messages to the 7 major media markets located within the following counties: Gallatin, Flathead, Lewis & Clark, Missoula, Silver Bow, Cascade, and Yellowstone. This same agency will also air these messages within the smaller markets. Combined, these markets can reach approximately 85% of the population. This form of media will help support the national mobilizations on impaired driving and focus on youth and adults. The number of radio spots played per campaign will average around 2100. With the funds assigned under this task, additional counties with SKSC coalitions may be added to help provide more statewide coverage of impaired driving messages via the radio and possibly other media sources like television, newspapers, etc.

This task will supplement funding the provides Montana State University the resources to visit the 17 local SKSC coalitions and instruct them on how to develop Most of Us Campaign radio spots using local law enforcement such as police chiefs and sheriffs to make these spots. MSU will then show the SKSC coalitions how to approach their local radio stations and get them to play these law enforcement messages during the 2 national impaired driving mobilizations. This service may be provided to the local DUI Task Forces. Currently, 11 DUI Task Forces are active and are located within the following counties: Lewis & Clark, Carbon, Custer, Cascade, Gallatin, Fergus, Hill, Lake, Missoula, Ravalli, and Yellowstone. These counties combined cover approximately 80% of the population within Montana. Other counties may want to apply to become DUI Task Forces during FY 2005 and provided the same opportunity under this task to develop and implement local Most of Us messages on impaired driving (cross reference 02 Alcohol/Other Drugs tasks 10 & 11).

Task 4 A, B, D

(AL) This funding will help supplement the purchase of additional DUI equipment for law enforcement described within this plan under 02 Alcohol/Other Drugs task 9. Basic DUI equipment to be purchased includes portable breath testing devices, in-car video systems, radars and other equipment that helps law enforcement officers establish probable cause when apprehending impaired drivers.

Offers of equipment will be made to police and sheriffs organizations during FY 2005 that did not receive any equipment during FY 2004. Determinations of the number of units to provide are made in-house based upon citations on impaired driving written, alcohol-related crashes and equipment provided other past 3 years in certain geographical areas. Next, the SHTSO will approach the larger law enforcement agencies that received equipment during FY 2004 to help enhance their ability to apprehend impaired drivers. During FY 2005, qualifying law enforcement agencies are expected to receive funding for PBT's and in-car video systems funded under this task. All these items have unit values below \$5000 but are tracked and then used

again by other law enforcement agencies that have a need for such equipment. The goal is to achieve statewide coverage (cross reference to 164 AL Task 1; 02 Alcohol /Other Drugs Task 9; 04 Police Traffic Services, task 5).

Equipment is purchased under state term contract or other state and local bidding practices.

- Task 5 A, B, D, E, F **(AL)** This task will help fund Mobile Data Technology within Billings, Missoula, and the Montana Highway Patrol who will also work in conjunction with Department of Administration's Public Safety Radio program. This system is expected to help upgrade law enforcement's capability to enforce traffic laws and influence other large cities and counties to develop their own mobile data system infrastructure. These systems will improve law enforcement's efficiency to apprehend DUI offenders. Missoula County will be updating equipment and helping to expand this communications network to neighboring counties. The Montana Highway Patrol will be connecting three separate sections of the microwave network and will provide more Mobile Data Terminals to the various jurisdictions, which make up the Mobile Data Task Force chaired by the Sheriff in Gallatin County. (Cross reference to 164 AL, Task 2)

A wide variety of people also benefit from the data made available by this system. This includes the general public and organizations that regularly examine crash data, trauma and injury prevention data to help identify ways to reduce traffic safety related risks. State and local health agencies, roadway engineering, maintenance, SKSC coalitions, law enforcement, and others benefit from improved records and data they can use to develop and implement significant traffic safety related programs including the development of alcohol-related PI&E information.

- Task 6 A, B, **(AL)** This task will help supplement the PI&E efforts of all 17 SKSC local coalitions and 11 or more DUI Task Forces through mini-grants via solicitations sent out to these organizations during FY 2005 from the State Highway Traffic Safety Office. Monies from these grants can help supplement local PI&E programs allowing these organizations to develop brochures, make flyers for newspapers, develop PSA's such as radio and television spots, websites, etc. that address impaired driving issues. These monies can help fund the organizations that may decide to develop PI&E programs that focus on teens or young adults from ages 18 – 34 about the consequences of drinking and driving. Communities may want to develop PI&E programs that focus on ways law enforcement and educators can develop a training program that address how parents can contend with youth experiencing traffic safety related drug and alcohol issues. These monies will also benefit national mobilizations on impaired driving where local organizations can develop educational materials that coincide with this program. These solicitations will allow the local DUI Task Forces and the SKSC organizations the opportunity to propose their own ideas on local impaired driving PI&E programs based upon their local data from law enforcement, health departments, etc.

- Task 7 A, B **(AL & PM)** Fund an advertising agency contracted by the SHTSO to develop and air open container media messages or other alcohol related messages. The airing of these messages will take place in Montana's 7

largest media markets and a few smaller media markets via radio and television spots. Radio and television spots will be developed and disseminated reaching 85% of the population. Radio spots played will be 2100 or more (cross reference to 163 FHWA task 4).

Task 8 A, B, F

(**HE** – Hazard Elimination) Section 154 will fund Hazard Elimination project under agreement with MDT. Considerable effort has taken place in coordinating and setting up this program between MDT Engineering, FHWA, and NHTSA.

Task 99 A, B, D,
E, F, J

Indirect Cost Rate 12.38%

MT HSP 2005
13 - 154 AL, HE & PM

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL BENEFIT	MATCH 0%
1	100,000	100,000		800,000	11,477
2	75,000	75,000		60,000	20,000
3a	50,000	50,000		4,500	0
3b PM	70,000	70,000		0	10,080
4	175,000	175,000		150,000	30,000
5	2,491,547	2,491,547		2,007,500	308,453
6	10,000	10,000		2,500	0
7a	40,000	40,000		0	0
7b PM	58,000	58,000		0	0
8 HE	4,084,792	4,084,792		0	0
99	885,707	885,707		0	0
TOTALS	8,040,046	8,040,046	0	3,024,500	380,010

MT HSP 2004
14 - Section 164 (AL – Alcohol), HE (Hazard Elimination) & PM (Paid Media)

Countermeasure Detail

Evaluation Measures:

- A Reduce alcohol related crashes by 7.0% of all crashes by 2006**
- B Reduce alcohol related fatality rate to 1.0 per 1000 million vehicle miles by 2008**
- D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008**
- E Improve traffic records & data information to provide more accurate and timely data**
- F Reduce incapacitating injuries below 1,500 per year**
- J Efficient & effective support of program objectives & administration of the HSP**

Task 1	A, B, D	(AL) Funds will pay for law enforcement equipment to help establish probable cause in the apprehension and conviction of impaired drivers. Equipment includes PBT’s, radars, and video cameras. The goal is to achieve statewide coverage of the population by law enforcement to counter impaired drivers. This funding will help supplement the purchase of this equipment planned under 02- Alcohol and Other Drugs task 9; 154 AL task 4; 04 Police Traffic Services task 5.
Task 2	A, B, D, E, F	(AL) These funds will be included with the mobile data equipment planned under 154 AL task 5 for FY 2005.
Task 3	A, B	(PM) These funds will supplement same paid media outlined under 154 AL task 3 and 02 Alcohol/Other Drugs task 11.
Task 4	A, B, F	(HE) Section 164 continues funding Hazard Elimination (HE) projects under an agreement with MDT. Considerable effort has been expended to date in coordinating and setting up this program between MDT Engineering, FHWA, and NHTSA.
Task 99	A, B, D, E, F, J	Indirect Cost Rate 12.38%

MT HSP 2005
14 - 164 AL, HE & PM

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL BENEFIT	MATCH 0%
1	272,000	272,000		250,000	25,000
2	230,000	230,000		180,000	29,000
3 PM	98,500	98,500		0	20,341
4 HE	898,914	898,914		0	0
99	185,627	185,627		0	0
TOTALS	1,685,041	1,685,041		430,000	74,341

MT HSP 2005
15 - Section 163 NHTSA

Countermeasure Detail

Evaluation Measures: **A Reduce alcohol related crashes to 7.0% of all crashes by 2006**
 B Reduce alcohol related fatality rate to 1.0 per 100 million vehicle miles by 2008
 J Efficient and effective support of program objectives and administration of the HSP

- | | | |
|---------|---------|---|
| Task 1 | A, B | Improve media activities that focus public attention on impaired driving during 2 national mobilizations and sustained enforcement timeframes using enforcement-focused messages. A contracted advertising agency will develop enforcement-focused messages approved by NHTSA based upon specifications of the State Highway Traffic Safety Office and disseminate these within Montana's 7 largest media markets via radio, television, and billboards. The goal is to achieve a media reach of 85% of the population (cross reference 02 Alcohol/Other Drugs task 11). |
| Task 2 | A, B | (PM – Paid Media) Contracted advertising agency places radio and television spots plus billboards that focus on impaired driving media messages during sustained enforcement and 2 national mobilizations. This will include messages that focus on 18 - 34 year olds. These spots will be aired in Montana's 7 largest media markets that potentially reach 90% of the state's population (cross reference 02 Alcohol/Other Drugs task 11). |
| Task 3 | A, B | (PM – Paid Media) Support Standardized Field Sobriety Testing (SFST) train the trainers' course using NHTSA's curricula and the assistance of the Montana Law Enforcement Academy and the International Chiefs of Police to improve law enforcement officers' efforts to properly identify impaired drivers. This training is intended for local law enforcement (sheriffs, police officers, and Native American law enforcement) to provide this same training to other law enforcement personnel within their districts or regions. In conjunction with the MT Highway Patrol, local law enforcement properly trained in SFST will have the ability to cover at least 85% of Montana's population (cross reference 04 Police Traffic Services task 8). |
| Task 99 | A, B, J | MDT Indirect Cost 12.38% |

MT HSP 2005
15 - 163 Innovative

TASK	TOTAL COST	PRIOR YEAR	CURRENT YR	LOCAL	MATCH 0%
1	25,000	25,000		3,000	4,280
2	44,000	44,000		17,000	6,356
3	19,984	19,984		20,500	380
99	11,016	11,016		0	0
TOTALS	100,000	100,000		40,500	11,016

MT HSP 2005
16 - Section 163 FHWA

Countermeasure Detail

Evaluation Measures:	A	Reduce alcohol related crashes to 7.0% of all crashes by 2006
	B	Reduce alcohol related fatality rate to 1.0 per 100 million vehicle miles by 2008
	C	Achieve 83% seat belt usage rate by 2006
	D	Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008
	E	Improve traffic records data and information to provide more accurate and timely data
	F	Reduce incapacitating injuries below 1500 per year
	G	Maintain motorcycle crashes at less than 1.6% of all crashes per year
	H	Keep motorcycle fatal crashes at less than 6% of all fatal crashes per year
	J	Efficient and effective support of program objectives and administration of HSP
Task 1	A – H, J	Staff salaries and benefits for the State Highway Traffic Safety Officer, Administrative Support/Grants Accountant, Program Specialist III, Research & Evaluation Specialist, Training & Development Specialist, and Program Specialist I assigned traffic safety related programs and project accounts as necessary to provide management and monitoring services.
Task 2	A, B, C, F	Funds are provided to Healthy Mothers, Healthy Babies (HMHB) as the main contractor to conduct occupant protection projects in local counties via local SKSC coalitions. These coalitions are subcontracted by HMHB. The SKSC coalitions expected to continue during FY 2005 are located in the following counties: Ravalli, Butte-Silver Bow, Cascade, Fergus, Custer, Daniels, Dawson, Flathead, Gallatin, Hill, Lincoln, Missoula, Richland, Lake, Big Horn, Lewis & Clark, and Yellowstone. These 17 coalitions include a catchment area of 14 additional counties (31 counties total) that covers 80% of Montana’s population. Coalitions are required to conduct several projects in occupant protection that focuses mainly on PI&E. Their PI&E programs coincide with law enforcement overtime activities during 2 national occupant protection mobilizations. Their PI&E programs include developing and conducting campaigns that target drivers in pickup trucks, males, and 18 – 34 year olds who have the highest non-usage seatbelt rate in Montana. SKSC are also required to support Saved by the Belt programs by conducting a press conference and rewarding local citizens with a certificate for having a seat belt on that saved their lives during a car crash. Based upon population size including their catchment areas, 13 counties receive \$25,000 each. Four of the lesser populated counties without catchment areas receive \$15,000. Also, special effort will be made to get Native Americans to participate in SKSC as local coalitions (cross reference to 05 Occupant Protection task 5).
Task 3	B, C, F	Will fund an advertising agency to develop occupant protection law enforcement related messages based upon the specifications of the State Highway Traffic Safety Office and disseminate these messages to the 7 major media markets using radio and television spots. This will include messages that focus on males, 18 –34 year olds, and

those who drive pickup trucks. These major media markets are located in the following counties: Gallatin, Flathead, Lewis & Clark, Missoula, Silver Bow, Cascade, and Yellowstone. This same agency also airs occupant protection messages in a few of the smaller markets. Altogether 85% of the population is reached through this effort. The number of radio spots is expected to average around 2100 or more based upon past experience using such media resources. The occupant protection messages will focus on getting adults to buckle up including those who drive pickup trucks and include messages with the goal of getting parents to properly install and use child safety seats. Messages will be developed and disseminated in support of 2 national mobilizations and sustained enforcement on occupant protection, depending upon funding [cross reference to 157 (Incentive) task 1; cross reference to 405 Occupant Protection Task 1; 05 Occupant Protection task 7].

Montana State University will instruct local SKSC coalitions on how to use their local media and PI&E resources to convey the Most of Us messages. This will involve showing them how to develop local Most of Us radio spots that coincide with the two seatbelt national mobilizations using the assistance of local law enforcement such as police chiefs and sheriffs to help make these messages. These law enforcement officials will emphasize the importance of buckling up using the Most of Us Campaign approach. MSU will then show the local coalitions how to approach their local radio stations to voluntarily air these radio spots during the seatbelt mobilization timeframes. MSU Most of Us will also show the coalitions how to develop their own local Most of Us PI&E materials such as newspaper announcements, brochures, etc. to disseminate to the public (cross reference 405 Occupant Protection Task 1; 05 Occupant Protection task 7).

- | | | |
|---------|----------|--|
| Task 4 | A, B | Provide funding to an advertising agency contracted by the SHTSO to develop and air open container media messages or other alcohol related media messaged contracted by the SHTSO. The airing of these messages will take place within Montana's 7 largest media markets and a few smaller media markets via radio and television spots. Radio and television spots will be developed and disseminated reaching 85% of the population. Radio spots played will be 2100 or more (cross reference to 154 AL task 7). |
| Task 5 | B, C, J | Complete an Occupant Protection for Children (OPC) Assessment in May of 2005. This OPC Assessment will be the modified version that includes a self-assessment and small OPC Assessment Team. The OPC Assessment is designed to assess Montana specific programs for the strengths and weaknesses. The OPC Assessment will also assist in determining how to best use limited resources in the most effective and strategic manner. To provide the most up to date and accurate information the OPC Assesment will include Healthy Mothers, Healthy Babies, SAFE KIDS/SAFE COMMUNITIES Coalitions and the SAFE KIDS/SAFE COMMUNITIES Support Contractor. OPC Model OPC Program Elements include: Management and Leadership, Data, Evaluation, Training, Inspections, Legislation, Law Enforcement, PI&E, and Community Programs. |
| Task 99 | A – H, J | Indirect Cost Rate 12.38% |

MT HSP 2005
16 - 163 FHWA (Used as 402)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YR	LOCAL	MATCH 0%
1	144,000	144,000			5,000
2	55,500	55,500		140,000	1,853
3	83,000	83,000		40,000	25,000
4	83,000	83,000		5,000	2,000
99	45,249	45,249		42,000	20,000
TOTALS	410,749	410,749		227,000	53,853

Montana State Highway Traffic Safety Office
HSP Long Term Goals (Evaluation Measures) to Task Matrix
October 1, 2004 to September 30, 2005

402								405		411	2003 B	157 INCENTIVE		157 INNOVATIVE		154 TRANSFER			164 TRANSFER			163 IMPAIRED DRIVING	
Task No.	PA	AL	EM	MC	OP	PT	TR	J2	J2 PM	J9	J3	157 OP	157 PM	IN4	IPM4	154 AL	154 PM	154 HE	164 AL	164 PM	164 HE	163I D	163 FH WA
1	J	A, B, D, J	B, E, H, J	A, B, D, G, H, J	B, C, D, F, J	A – F, J	E, J	B, C, F	B, C, F	E	C, F	B, C, F	B, C, F	B, C, F	B, C, F	A, B, D	N/A	N/A	A, B, D	N/A	N/A	A, B	A – H, J
2	J	A, B, D, J	B, E, H, J	A, B, D, G, H, J	B, C, D, F, J	A – F, J	E, J	B, C, D, F	N/A	N/A	C, F	B, C, F	B, C, F	B, C, D, F	B, C, F	A, B	N/A	N/A	A, B, D, E, F	N/A	N/A	A, B	A, B, C, F
3	J	A, B, D, J	E	G, H	B, C, D, F, J	A – F, J	E, J	N/A	N/A	N/A	C, F	B, C, F	B, C, F	N/A	N/A	A, B	A, B	N/A	N/A	A, B	N/A	A, B	B, C, F
4	J	A, B	N/A	D, G, H	B, C, F	D	E	N/A	N/A	N/A	N/A	B, C, F	B, C, F	N/A	N/A	A, B	N/A	N/A	N/A	N/A	A, B, F	N/A	A, B
5	N/A	A, B	N/A	A, B, D, G, H	B, C, F	A, B, D	N/A	N/A	N/A	N/A	N/A	B, C, F	B, C, F	N/A	N/A	A, B, D, E, F	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	N/A	A, B, D	N/A	G, H	B, C, D, F	A, B, D	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A, B	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	N/A	A, B	N/A	N/A	B, C, F	B, C, D, F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A, B	N/A	N/A	N/A	N/A	N/A	N/A
8	N/A	A, B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A, B	N/A	N/A	N/A	N/A	N/A
9	N/A	A, B, D	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	N/A	A, B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11	N/A	A, B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	N/A	A, B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13	N/A	A, B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

HSP Long Term Goals to Task Matrix – continued

402								405		411	2003 B	157 INCENTIVE		157 INNOVATIVE		154 TRANSFER			164 TRANSFER			163 IMPAIRED DRIVING	
14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
99	J	A, B, D, J	B, E, H, J	A, B, D, G, H, J	B, C, D, F, J	A – F, J	E, J	B, C, D, F, J	B, C, F	J, E	C, F, J	B, C, F, J	B, C, F, J	B, C, F, J	J, B, C, F	A, B, D E, F, J	A, B, J	A, B, J	A, B, D , E, F, J	A, B, J	A, B, F, J	A, B, J	A – H, J

Goals:

(Eval

Measures)

A Reduce alcohol related crashes to 7.0% of all crashes by 2006

B Reduce alcohol related fatality rate to 1.0 per 100 million vehicle miles by 2008

C Achieve 83% seat belt usage rate by 2006

D Reduce the “Speed too Fast for Conditions” as a percent of total crashes by 10% by 2008

E Improve traffic records data and information to provide more accurate and timely data

F Reduce incapacitating injuries below 1, 500 per year

G Maintain motorcycle crashes at less than 1.6% of all crashes per year

H Keep motorcycle fatal crashes at less than 6% of all fatal crashes per year

J Efficient & effective support of program objectives & administration of the HSP

SECTION 3

COST SUMMARY



U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Montanta Number 2005-01 Date 08/23/2004

Program Area	Approved Program Costs (MDT Unobligated)	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
PA	0	\$78,413	\$14,650	\$137,063	\$151,713	12,000
AL	0	105,911	123,000	838,411	961,411	511,500
EM	0	2,600	0	23,600	23,600	8,500
MC	0	2,352	0	21,352	21,352	10,250
OP	0	83,379	160,000	596,879	756,879	368,000
PT	0	61,281	40,000	516,281	556,281	491,500
TR	0	12,999	10,000	107,999	117,999	17,000
CP	0	0	10,000	-10,000	0	12,000
PM	0	14,488	0	131,488	131,488	12,000
J2	0	25,000	270,000	39,000	309,000	87,000
J2PM	0	14,240	91,500	0	91,500	0
J9	0	7,076	98,500	0	98,500	0
J3	0	3,889	54,000	0	54,000	0
157OP	0	25,936	216,275	0	216,275	100,200
IN4	0	3,714	30,714	0	30,714	12,300

IPM4	0	0	0	0	0	0
154AL	0	369,930	3,621,000	81,443	3,702,443	2,325,000
154PM	0	10,080	90,000	38,000	128,000	4,500
154HE	0	0	5,000,000	0	5,000,000	0
164AL	0	54,000	400,000	274,842	674,842	430,000
164PM	0	20,341	98,500	0	98,500	0
164HE	0	0	300,000	0	300,000	0
163ID	0	11,016	37,500	0	37,500	40,500
Total NHTSA	0	\$906,645.00	10,665,639	2,796,358	13,461,997	4,442,250
Total FHWA	0	53,853	450,000	0	450,000	227,000
Total NHTSA & FHWA	0	\$960,498	\$11,115,639	\$7,795,150	\$14,188,423	\$4,657,250

State Official Authorized Signature:

NAME: _____
 TITLE: _____
 DATE: _____

Federal Official Authorized Signature:

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____

HS Form 217